

# CENTER FOR COMPUTER AIDED DESIGN



*September 26, 2002*

*College of Engineering  
The University of Iowa  
Iowa City, Iowa*



# FOCUS AREAS OF RESEARCH

## ***DESIGN AND OPTIMIZATION***

- Design Sensitivity Analysis and Optimization
- Geometric Modeling and CAD
- Multidisciplinary Design Optimization
- Optimization Algorithms
- Reliability-Based Design Optimization (Design for 6-Sigma)
- Topology Optimization

## ***SOLID MECHANICS***

- Computational Mechanics
- Composite Materials
- Meshfree Methods
- Probabilistic Mechanics & Reliability
- Biomechanics

## ***HUMAN-SYSTEM INTERACTION***

- Human Interaction with Automation
- Human Computer Interaction VR
- Human Performance
- Digital Human Simulation
- Ergonomic Design

## ***KINEMATICS AND DYNAMICS***

- Mechanisms and Robotics
- Multibody Dynamics and Simulations
- Real Time Dynamics and Haptics
- Nonlinear Vibrations



# RESEARCH PERSONNEL

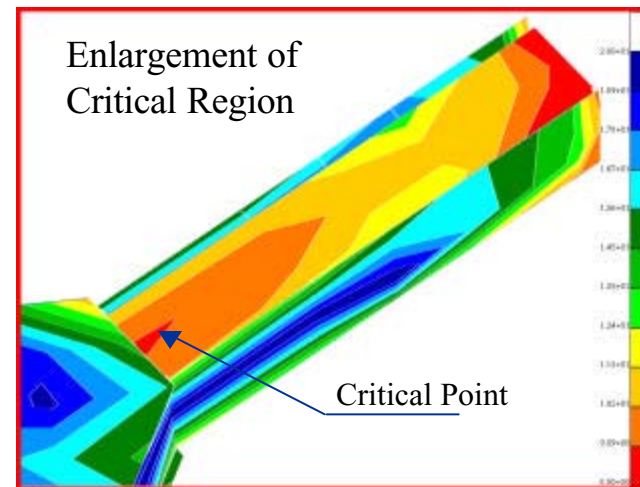
- 12 (+4) Faculty Members:
  - Three Civil & Environmental Engineering
  - Three Industrial Engineering
  - Five Mechanical Engineering
  - One Mathematics
  - One Mechanical Systems (Multiphysics or Multiscale) and Three Industrial Engineering (Uncertainty & Reliability) Faculty Are Being Recruited
- 12 Staff Members:
  - 5 Ph.D.s and 1 M.S. - Technical Staff
  - 3 M.S.s, 2 B.S.s, 1 Certified Secretarial - Support Personnel



# ARMY MECHANICAL PHYSICS-OF-FAILURE MODELING AND SIMULATION

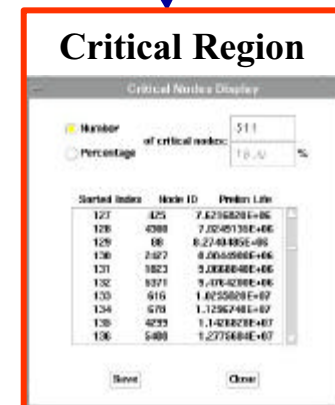
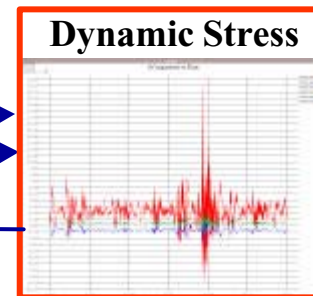
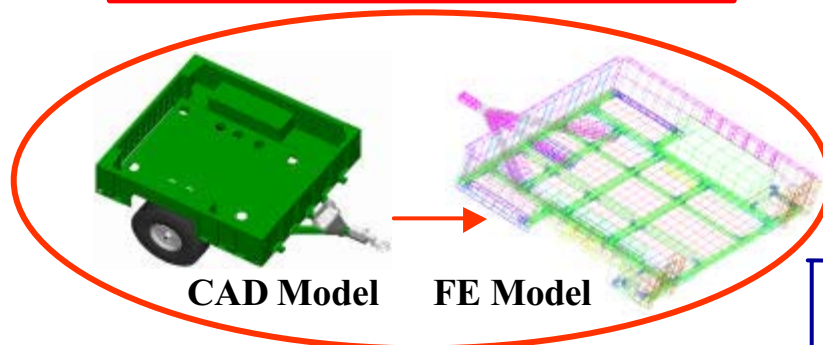
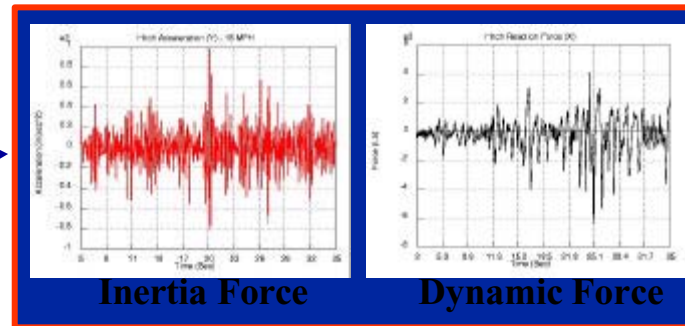
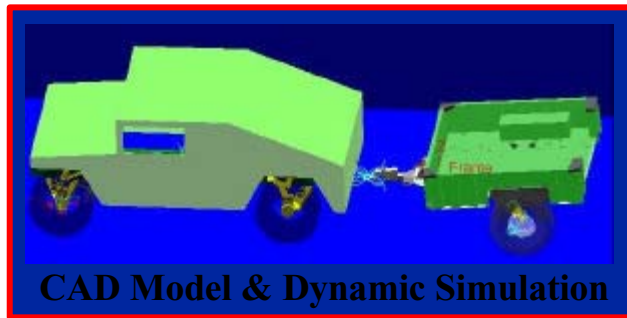
## Objectives

- ✓ Validate dynamics loading from system level to component level
- ✓ Use lab/field test data to validate loading & reliability predictions
- ✓ Validate dynamic strain using measured data
- ✓ Predict fatigue life based on measured strain and compare with simulation life
- ✓ Develop repeatable modeling and simulation process and Book of Knowledge

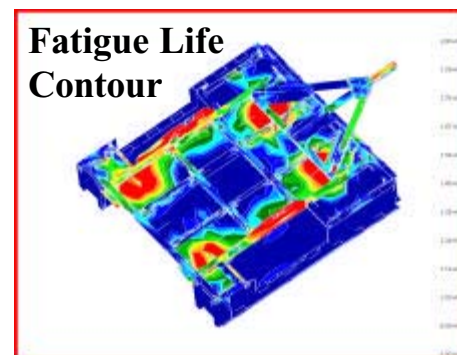


**Drawbar cracked after 1,671 miles on Perryman course #3 at averaged speed of 12.5 mph.**

# ARMY MECHANICAL PHYSICS-OF-FAILURE MODELING AND SIMULATION



Type	Material	Node ID	Value (kg)	Method 1	Method 2	Method 3	Method 4
Steel	0	88	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	405	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00
Steel	0	401	2.50000E-11	0.0000E+00	0.0000E+00	0.0000E+00	0.0000E+00

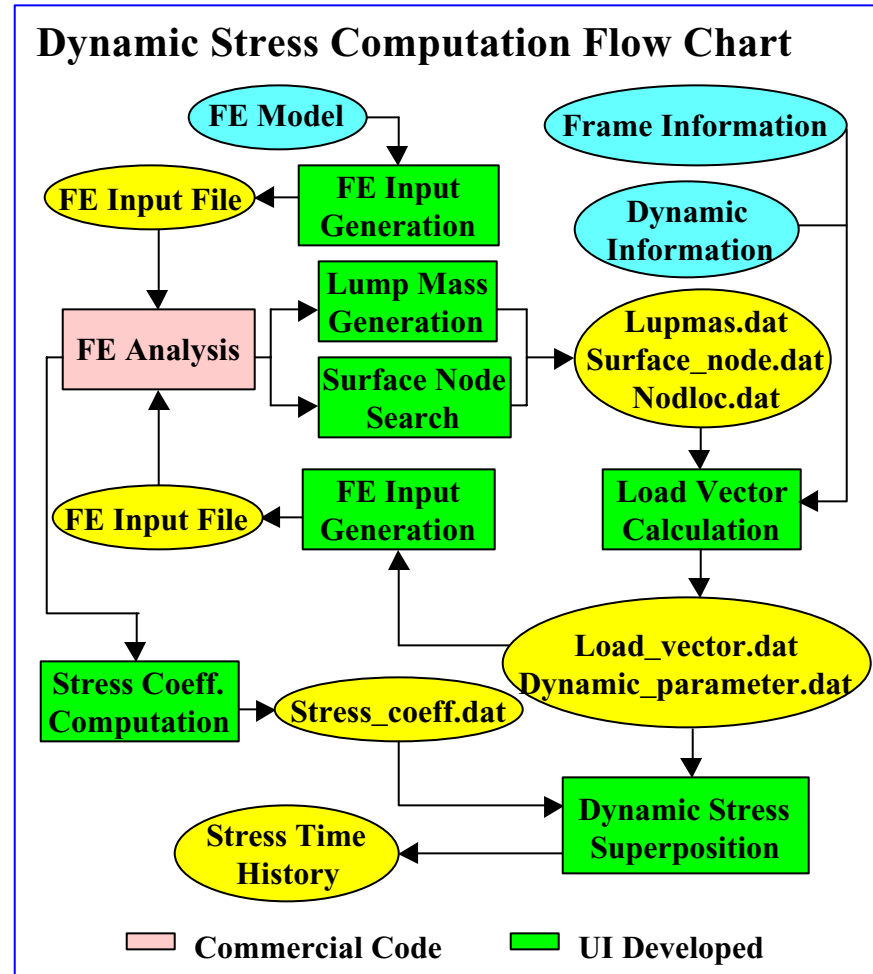
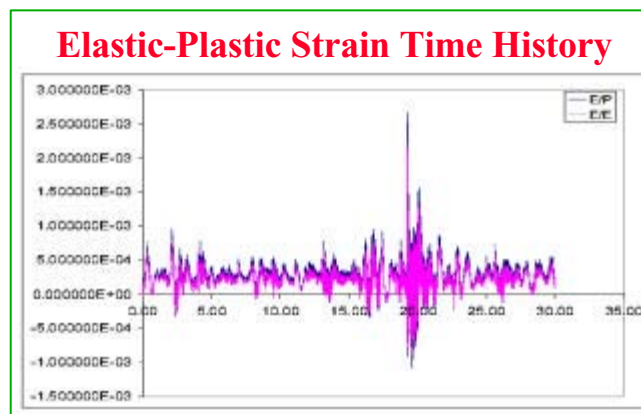


# ARMY MECHANICAL PHYSICS-OF-FAILURE MODELING AND SIMULATION

## Dynamic Stress & Strain Computation

### Dynamic Stress Computation

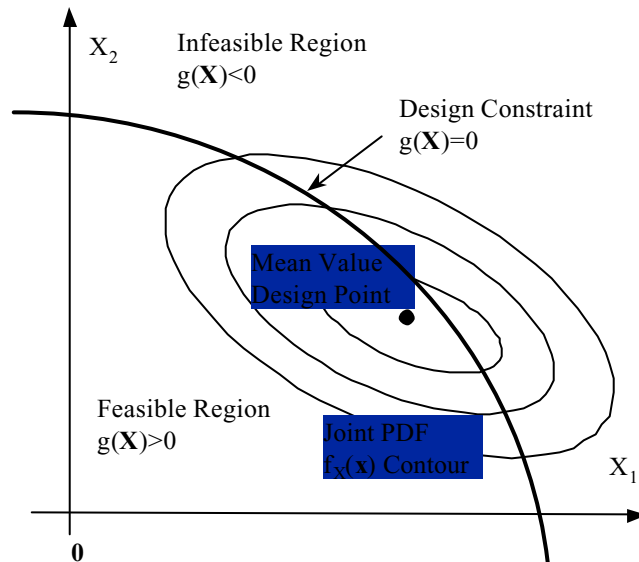
- Extract dynamic analysis results (Duty cycle information)
- Quasi-static load vectors generation
- Stress coefficient calculation
- Dynamic stress superposition
- Calculate von Mises stress and principal stress histories
- Multi-axial elastic-plastic strain conversion using elastic finite element analysis results



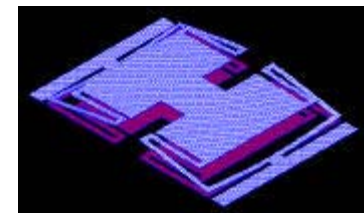
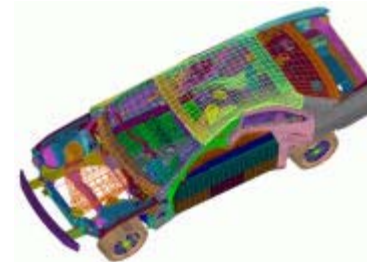


# RELIABILITY-BASED DESIGN OPTIMIZATION

- Due to competitive market, designs are pushed to the limit of the design constraints using optimization, leaving little or no room in manufacturing variability  $\Rightarrow$  Leads to higher manufacturing costs, which hinders product marketability.



Automotive



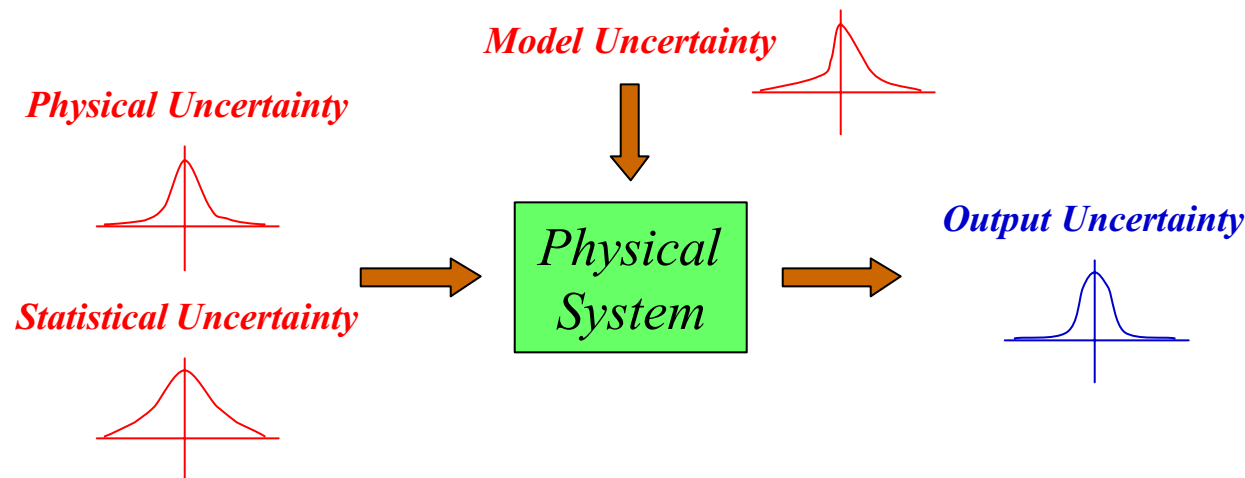
MEMS  
*Small Scale!*

- RBDO methodology provides not only optimum design, but also a confidence range  $\Rightarrow$  6-Sigma Design for Manufacturing.
- Reliability-Based Design vs. Robust Design



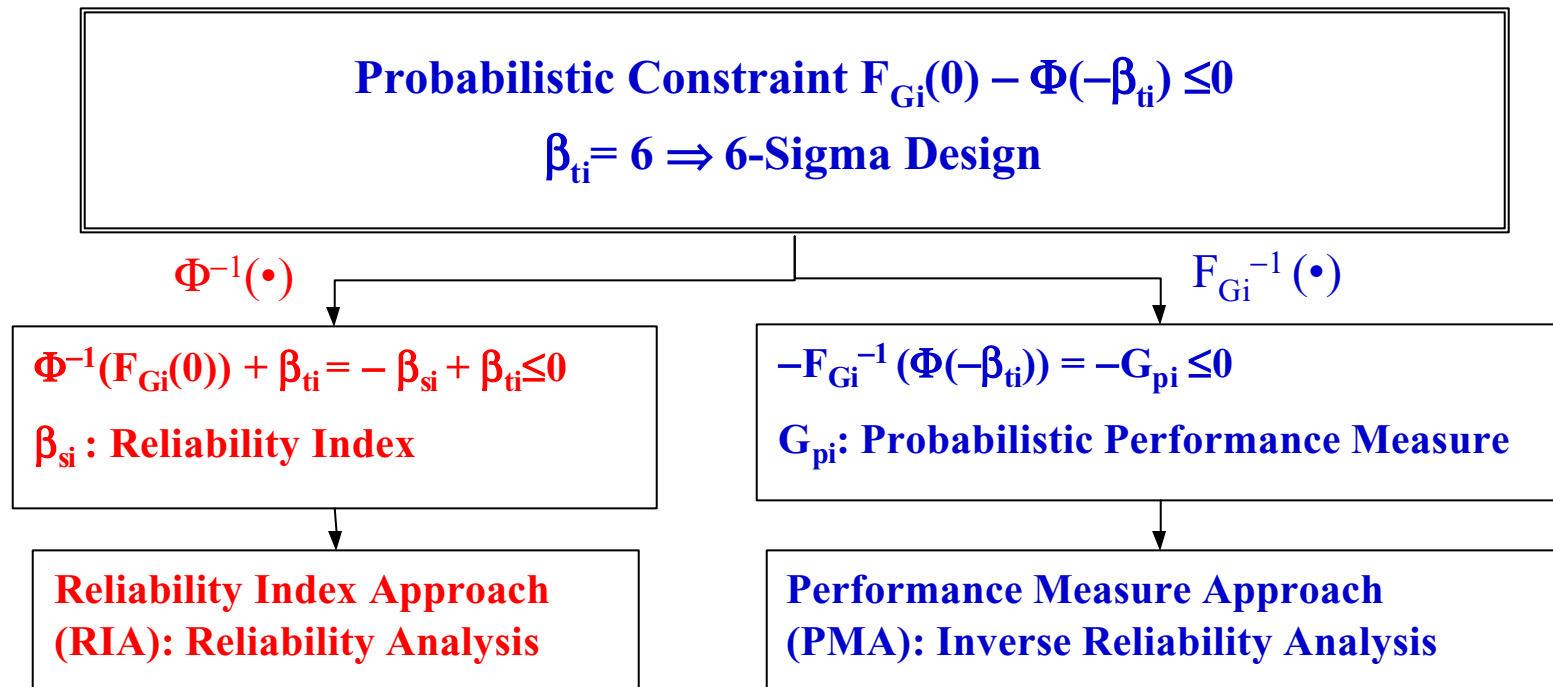
# UNCERTAINTY TYPES

- Physical Uncertainty: Material properties, dimensions, & loads
- Statistical Uncertainty: Due to limited sample sizes, probabilistic model (distribution type and its parameters) is uncertain – lack of information
- Model Uncertainty: Uncertainty of mathematical models and numerical methods due to simplifying assumptions, unknown boundary conditions, unknown effects of other variables not included in the model, etc.





# PERFORMANCE MEASURE APPROACH OF RBDO



RIA:  $-\beta_s + \beta_t \equiv \Phi^{-1} \left( \int_{G(X) < 0} \cdots \int f_X(\mathbf{x}) d\mathbf{x} \right) + \beta_t \leq 0$

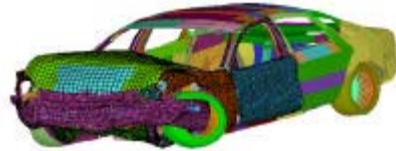
PMA:  $-G_p \equiv -F_G^{-1} \left( \int_{G(X) < g^*} \cdots \int f_X(\mathbf{x}) d\mathbf{x} \right) \leq 0$



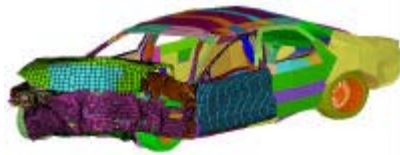
**FORM & Hybrid  
Mean-Value Method**



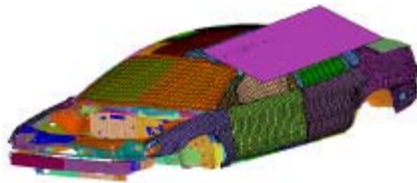
# MULTIDISCIPLINARY CRASH RBDO



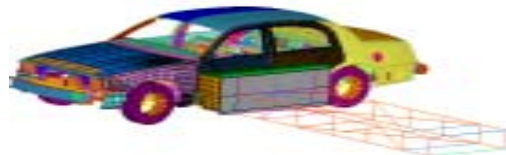
Frontal Impact



50% Frontal Offset Impact



Roof Crush



Side Impact

*Analyses Using  
RADIOSS on  
SGI Origin 3000*

**Minimize Vehicle Weight**

**Subject to**

**Roof Crush Constraints:**

$$P(\text{Crush distance } D \leq 5") \geq 90\%$$

$$P(\text{Critical load peak } P_{cr} \geq 27\text{kN}) \geq 90\%$$

**Full Frontal Impact Constraints:**

$$P(\text{HIC} \leq 370) \geq 90\%$$

$$P(\text{Chest } G \leq 42) \geq 90\%$$

$$P(P_{\text{total}} \leq 10\%) \geq 90\%$$

**50% Frontal Offset Impact Constraints:**

$$P(\text{Toe board intrusion} \leq 11") \geq 90\%$$

**Side Impact Constraints:**

$$P(V * C \leq 0.58) \geq 90\%$$

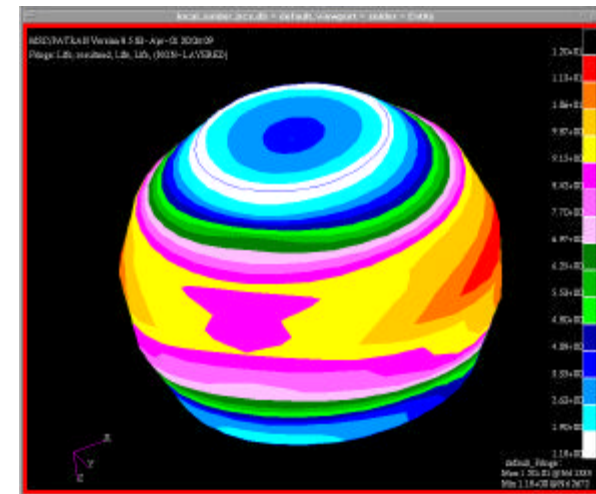
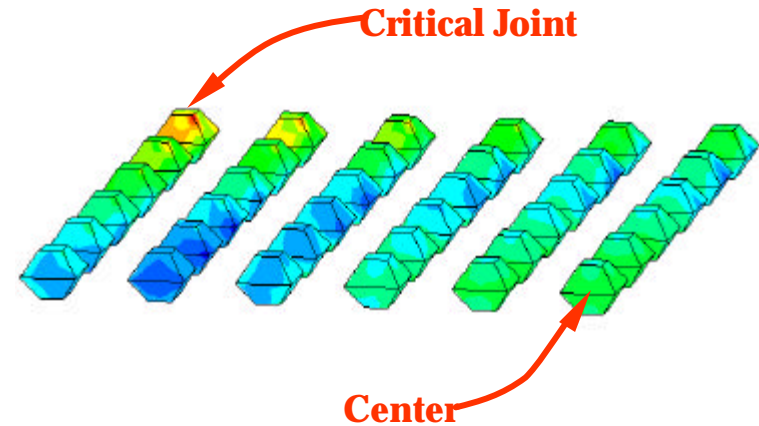
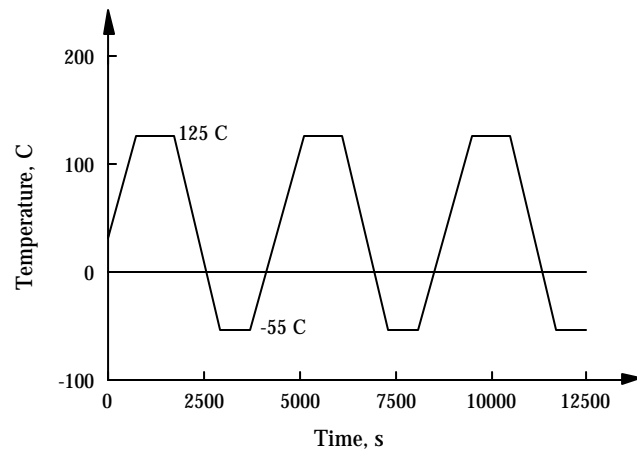
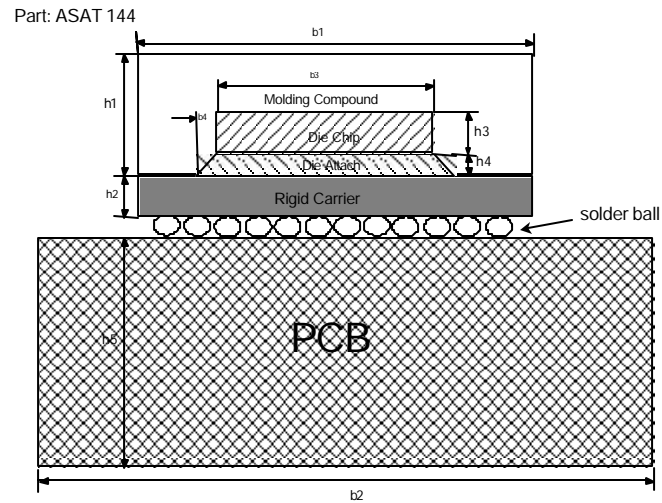
$$P(D_{\text{upper rib}} \leq 27.2) \geq 90\%$$

$$P(D_{\text{middle rib}} \leq 27.2) \geq 90\%$$

$$P(D_{\text{lower rib}} \leq 27.2) \geq 90\%$$



# MICRO-ELECTRONICS RELIABILITY

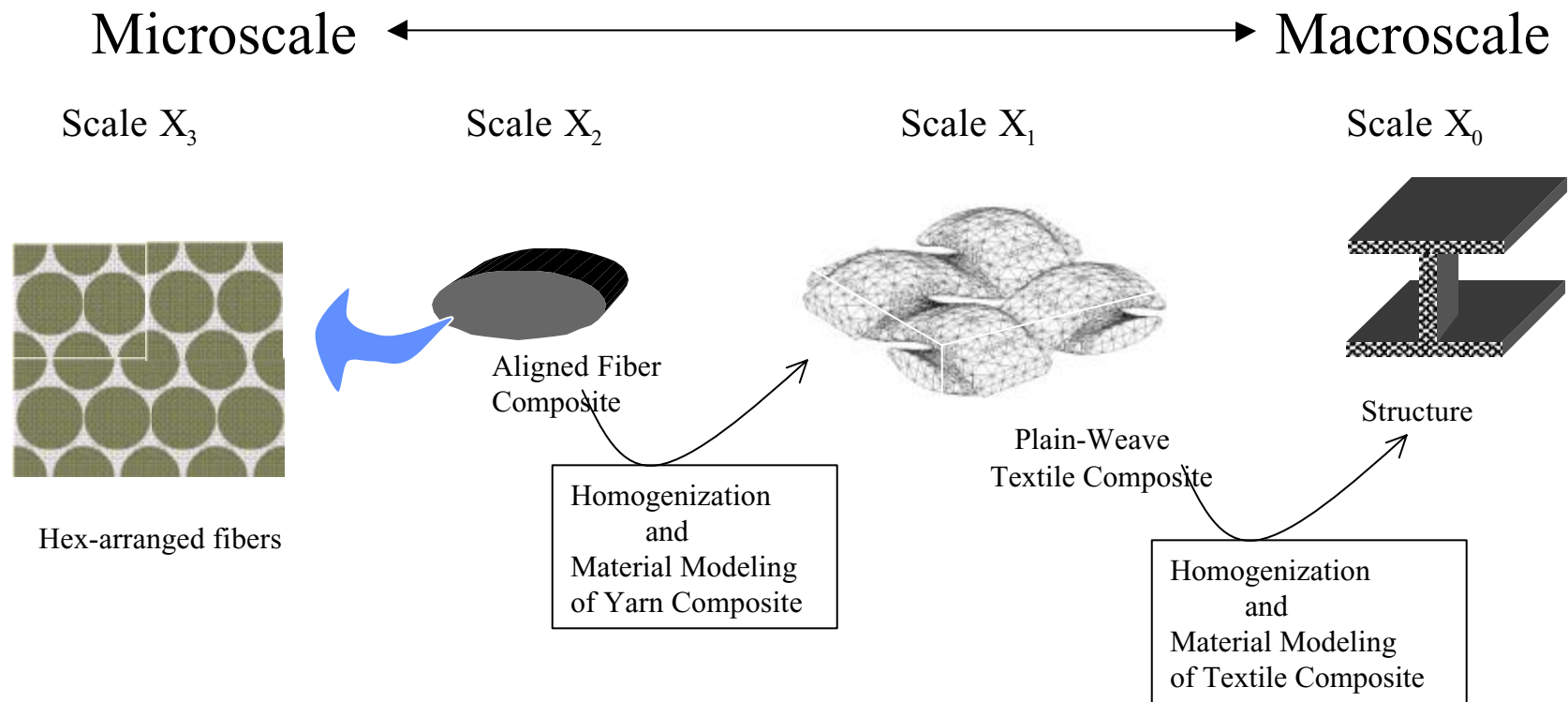


# ISSUES IN MULTISCALE MODELING OF HETEROGENEOUS MATERIALS

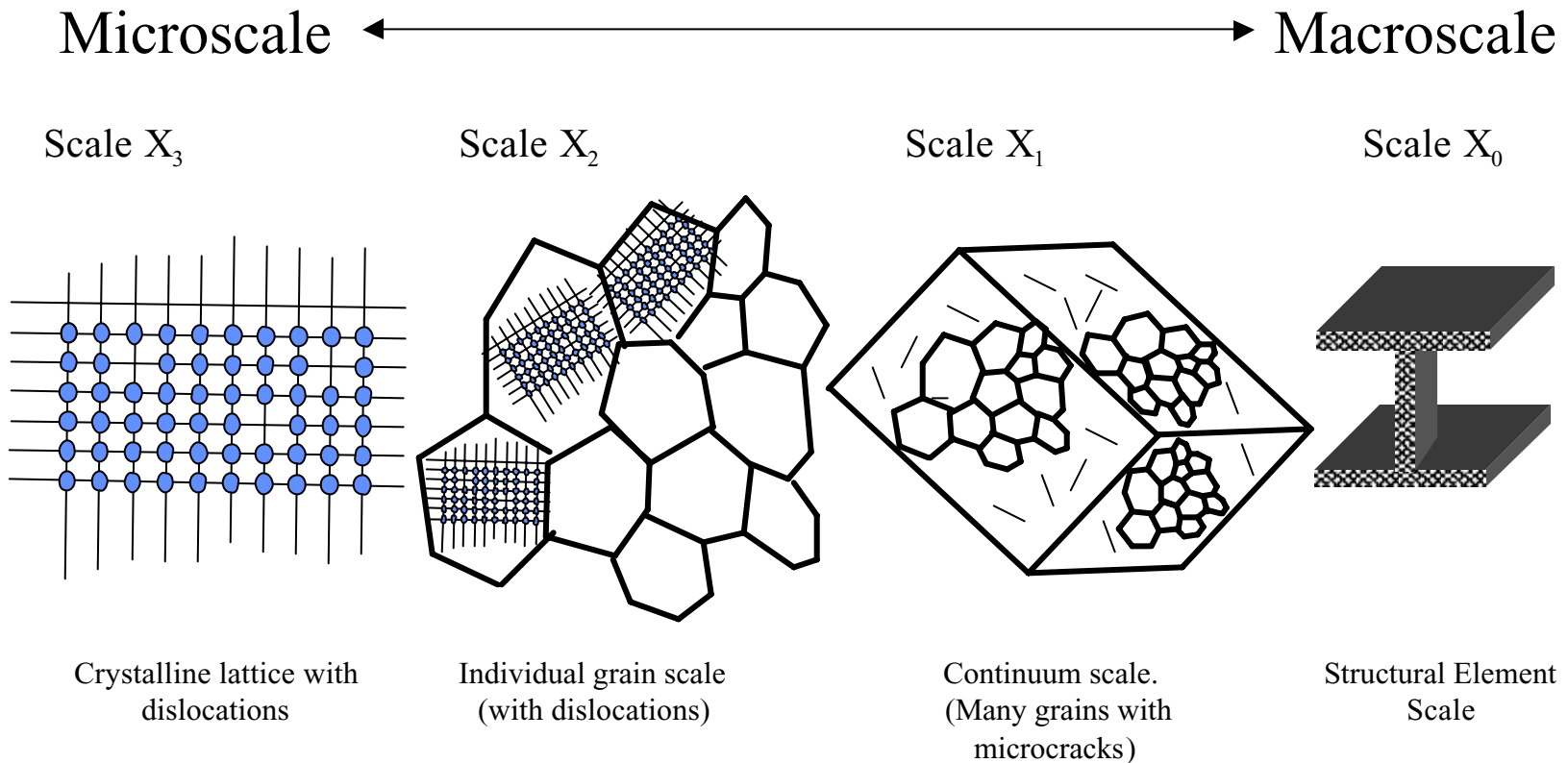
- Develop and employ micro-scale analysis tools that relate microstructure, and micromechanics.
- Homogenize:
  - Take micro-scale property-structure behaviors and translate (via averaging or filtering) to macroscopic response.
- Localize:
  - Given a state of macroscopic deformation, temperature and the microstructure, use micromechanics to update microfields and microstructure.
- Essence:
  - Determine how microscale phenomena show up on the macroscale;
  - Determine how macroscopic conditions evolve microstructure;



# MULTI-SCALE ANALYSIS WITH COMPOSITES



# MULTI-SCALE ANALYSIS WITH METALS





# SCALE-BRIDGING RELATIONS

$$\mathbf{X}^{n+1} = \mathbf{X}^n / \varepsilon_{n+1}$$

$$\mathbf{x}^2 - \mathbf{X}^2 = \mathbf{u}^2(\mathbf{X}^0, \mathbf{X}^1, \mathbf{X}^2) = \mathbf{u}^1(\mathbf{X}^0, \mathbf{X}^1) + \mathbf{u}^{2*}(\mathbf{X}^2) \quad \text{microscale}$$

$$\mathbf{x}^1 - \mathbf{X}^1 = \mathbf{u}^1(\mathbf{X}^0, \mathbf{X}^1) = \mathbf{u}^0(\mathbf{X}^0) + \mathbf{u}^{1*}(\mathbf{X}^1) \quad \text{mesoscale}$$

$$\mathbf{x}^0 - \mathbf{X}^0 = \mathbf{u}^0(\mathbf{X}^0) \quad \text{macroscale}$$

$$\mathbf{u}^{n+1} = \mathbf{u}^n + \varepsilon_{n+1} \mathbf{u}^{n+1*} + \dots$$

$$\mathbf{s}^n = \left\langle \mathbf{s}^{n+1}(\mathbf{X}^0, \dots, \mathbf{X}^{n+1}) \right\rangle_{\mathbf{O}_s^{\mathbf{X}^{n+1}}} ; \quad \mathbf{F}^n = \left\langle \mathbf{F}^{n+1}(\mathbf{X}^0, \dots, \mathbf{X}^{n+1}) \right\rangle_{\mathbf{O}_s^{\mathbf{X}^{n+1}}}$$

$$\mathbf{s}^{n+1} = \mathbf{s}^n(\mathbf{X}^0, \dots, \mathbf{X}^n) + \mathbf{s}^{n+1*}(\mathbf{X}^{n+1}); \quad \mathbf{F}^{n+1} = \mathbf{F}^n(\mathbf{X}^0, \dots, \mathbf{X}^n) + \mathbf{F}^{n+1*}(\mathbf{X}^{n+1})$$

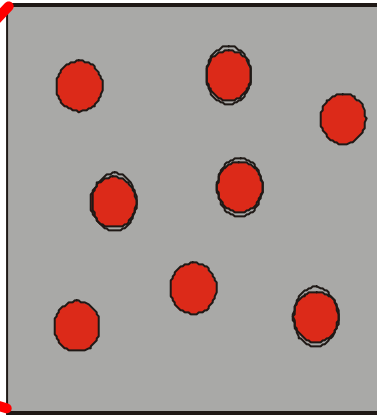
$$\left\langle \mathbf{s}^{n+1*} \right\rangle_{\mathbf{O}_s^{\mathbf{X}^{n+1}}} = \mathbf{0}; \quad \left\langle \mathbf{F}^{n+1*} \right\rangle_{\mathbf{O}_s^{\mathbf{X}^{n+1}}} = \mathbf{0}.$$



# MICROMECHANICS-BASED DAMAGE MODEL FOR COMPOSITES

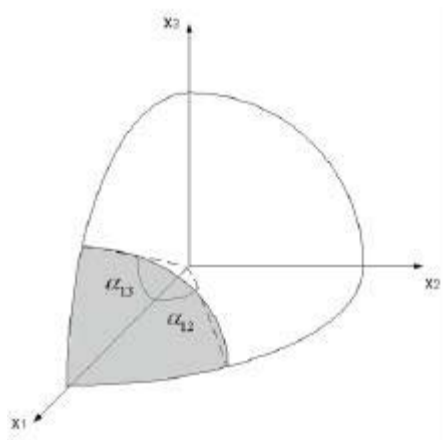


F-16 Ventral Fins SiCp/Al

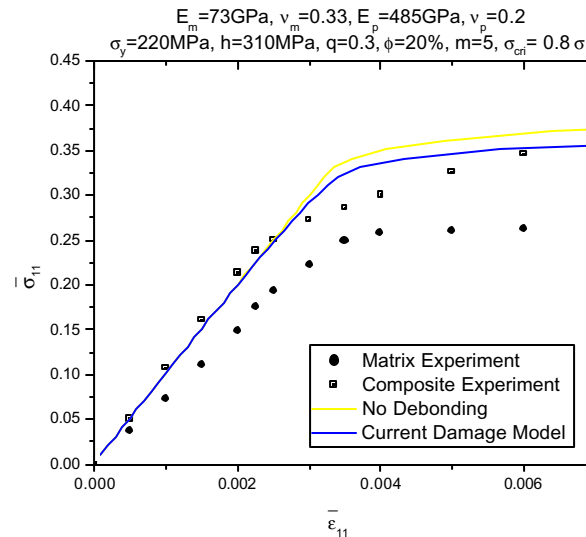


Debonding SiCp/Al

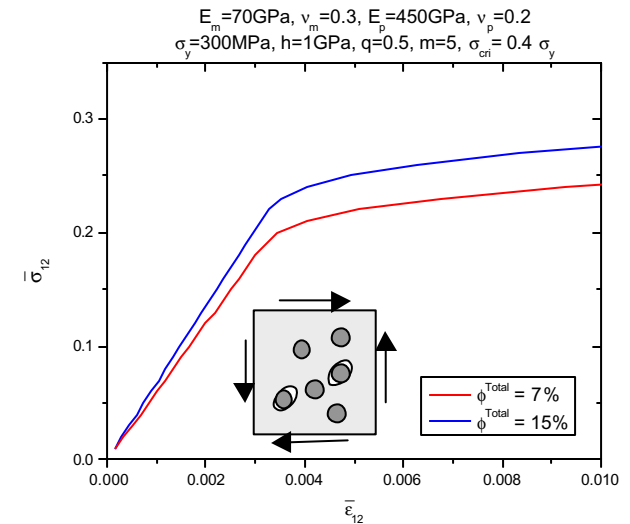
**Prognosis of  
Elastoplastic-Damage  
Behavior of SiCp/Al  
Composites  
(L. Sun 2002)**



Debonding Modes



Uniaxial Tension



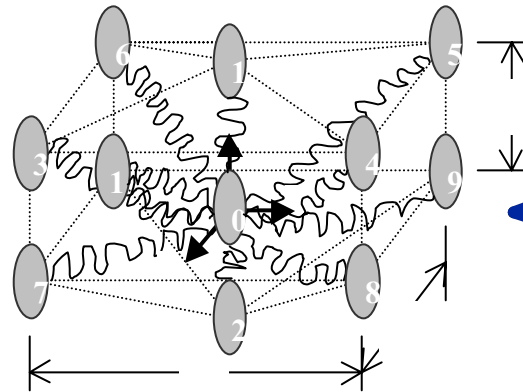
Shear Loading



# MICROMECHANICS-BASED HYPERELASTIC MODEL FOR MAGNETOSTRICTIVE COMPOSITES

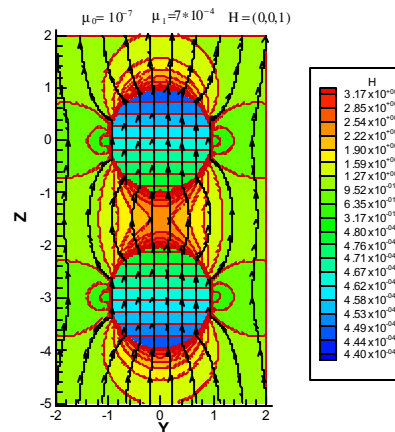
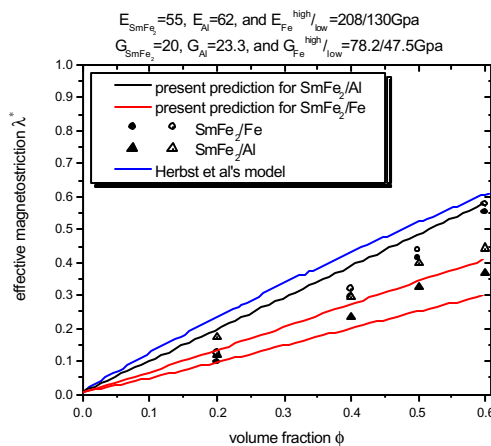


**Ferromagnetic Particle-Reinforced Composites**  
(Jolly 1996)

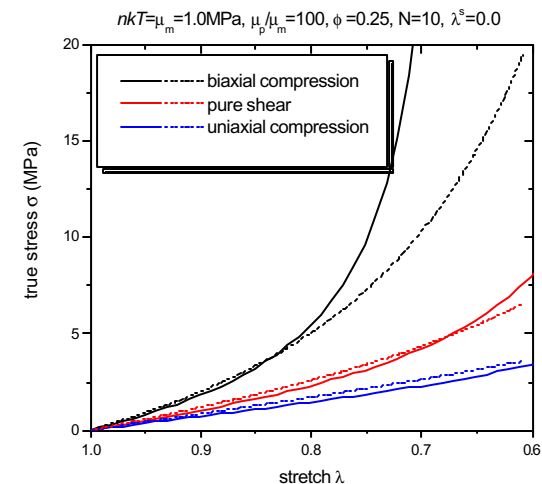


**Micromechanical Modeling of Magnetostrictive Composites**

**Quantitative Prediction of Finite Elasticity of Fe Particle Intelligent Composites**  
(L. Sun 2002)

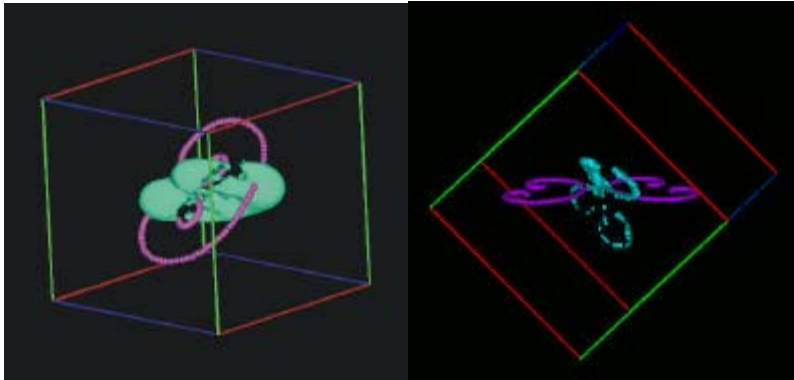


**Magnetic Field of Fe-Reinforced Composites**

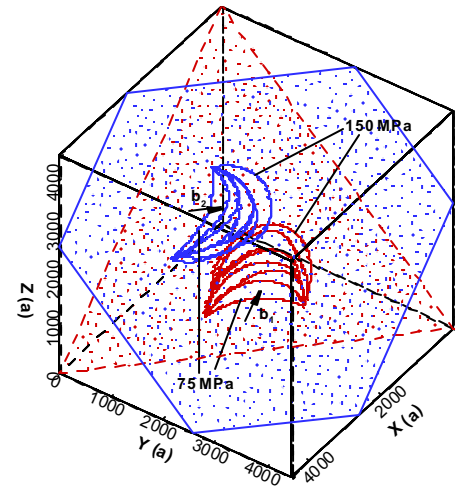


# MICROPLASTICITY OF MATERIALS

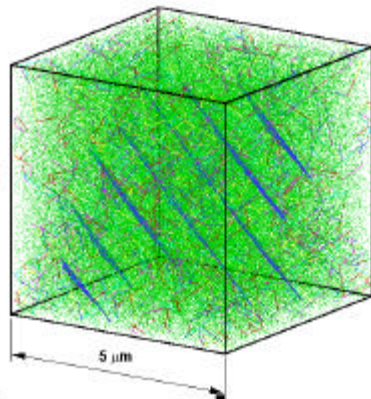
## 3-D DISLOCATION DYNAMICS SIMULATION



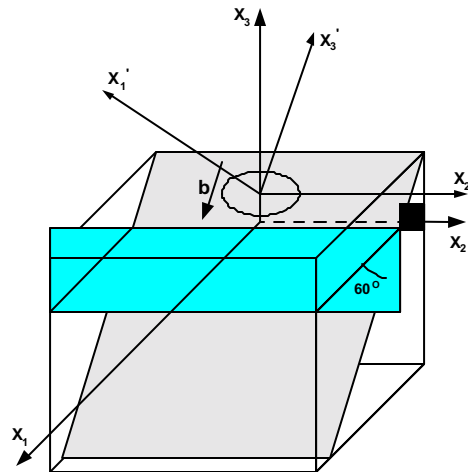
**Stress Simulation of Frank-Read Source Dislocations (L. Sun 1999)**



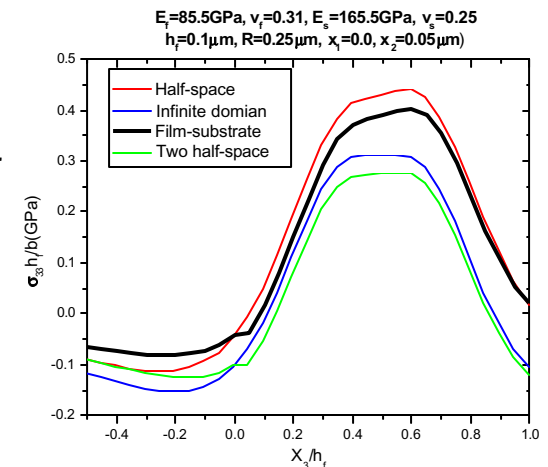
**Plastic Slip Emanating from Two F-R Sources Interacting with Point Defects in Cu. (L. Sun 2000)**



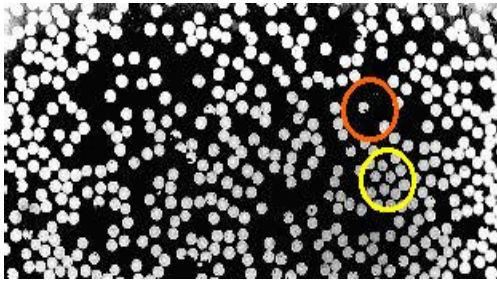
**Simulation of Plastic Channel Generation due to Dislocation Interaction with Point Defects (L. Sun 2001)**



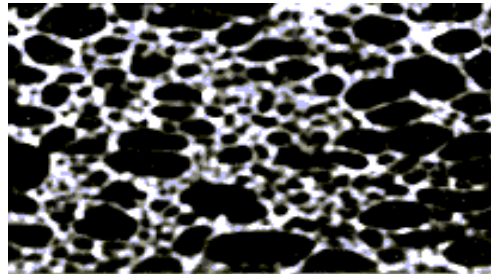
**Stress Simulation of Thin Film Dislocation Loops (L. Sun 2002)**



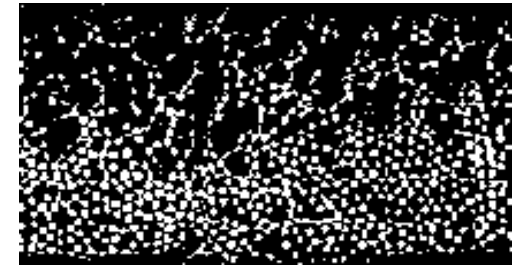
# STOCHASTIC MATERIAL MODEL



**Graphite fiber  
in epoxy matrix**

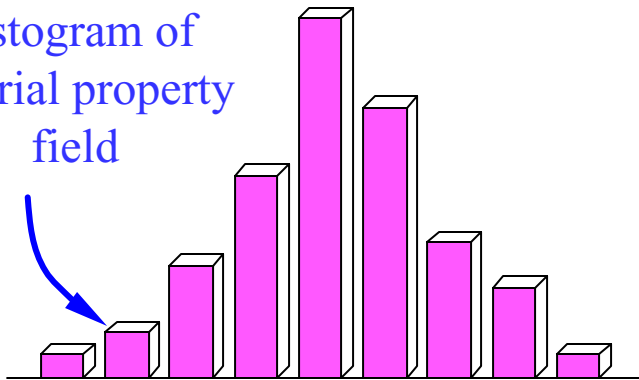


**Cellular Aluminum**

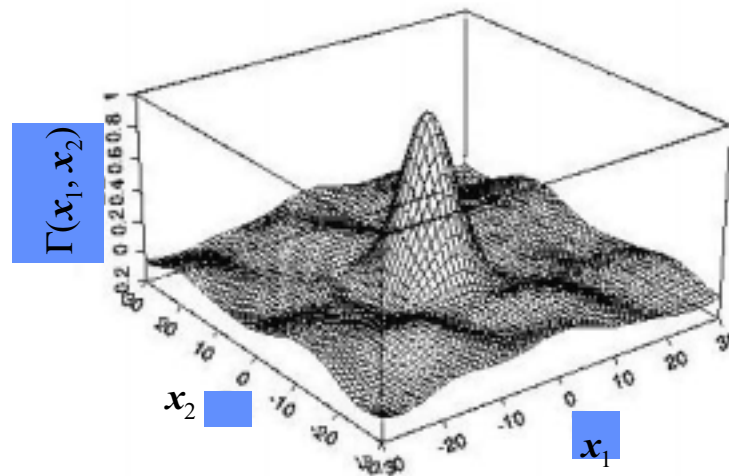


**Functionally Graded  
Material**

Histogram of  
material property  
field

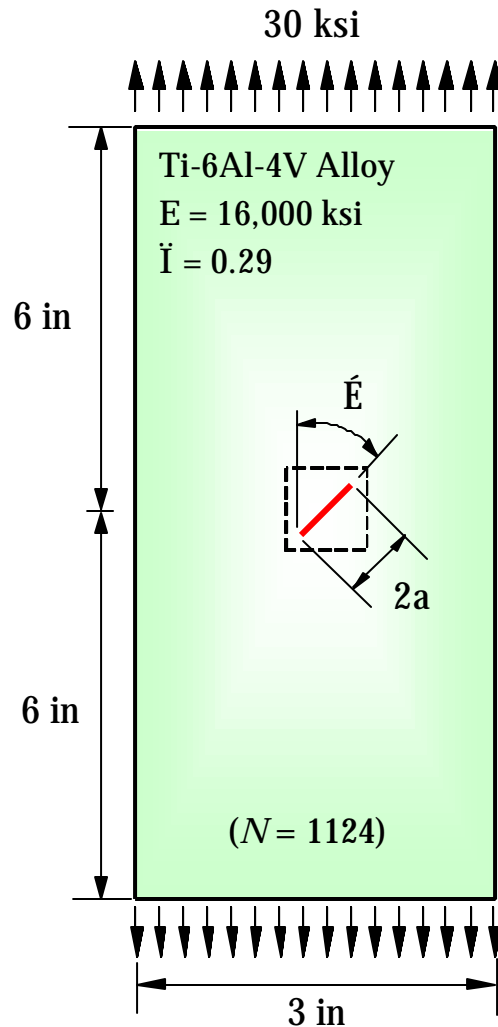


**PDF at any given point**

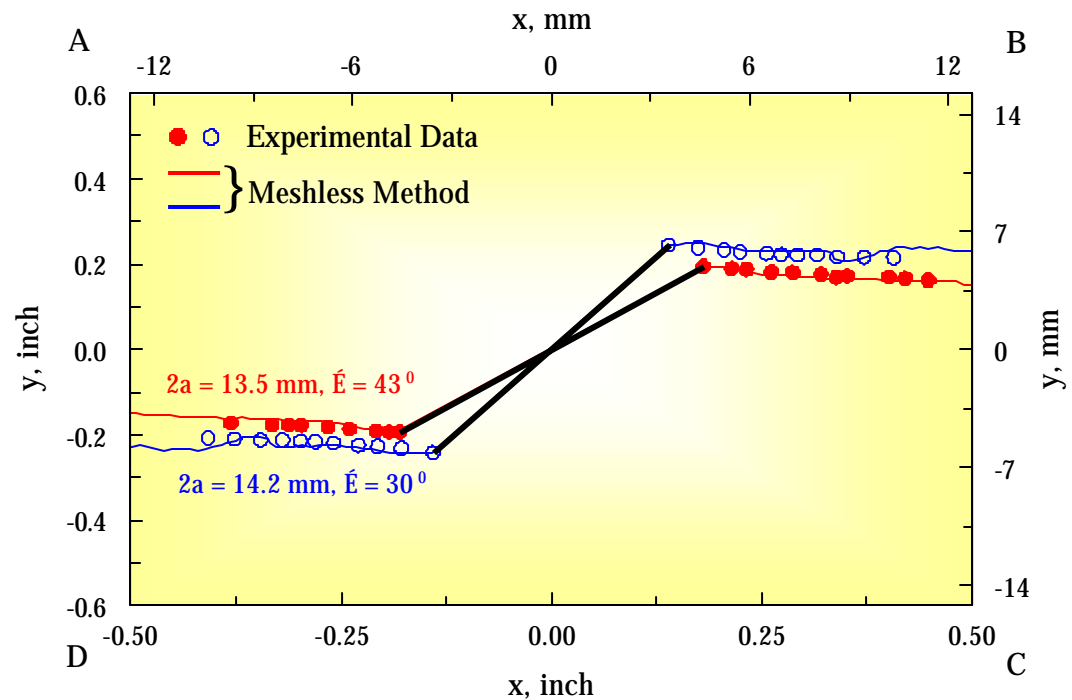


**Correlation  
between  
any two  
points**

# FRACTURE & DAMAGE SIMULATION

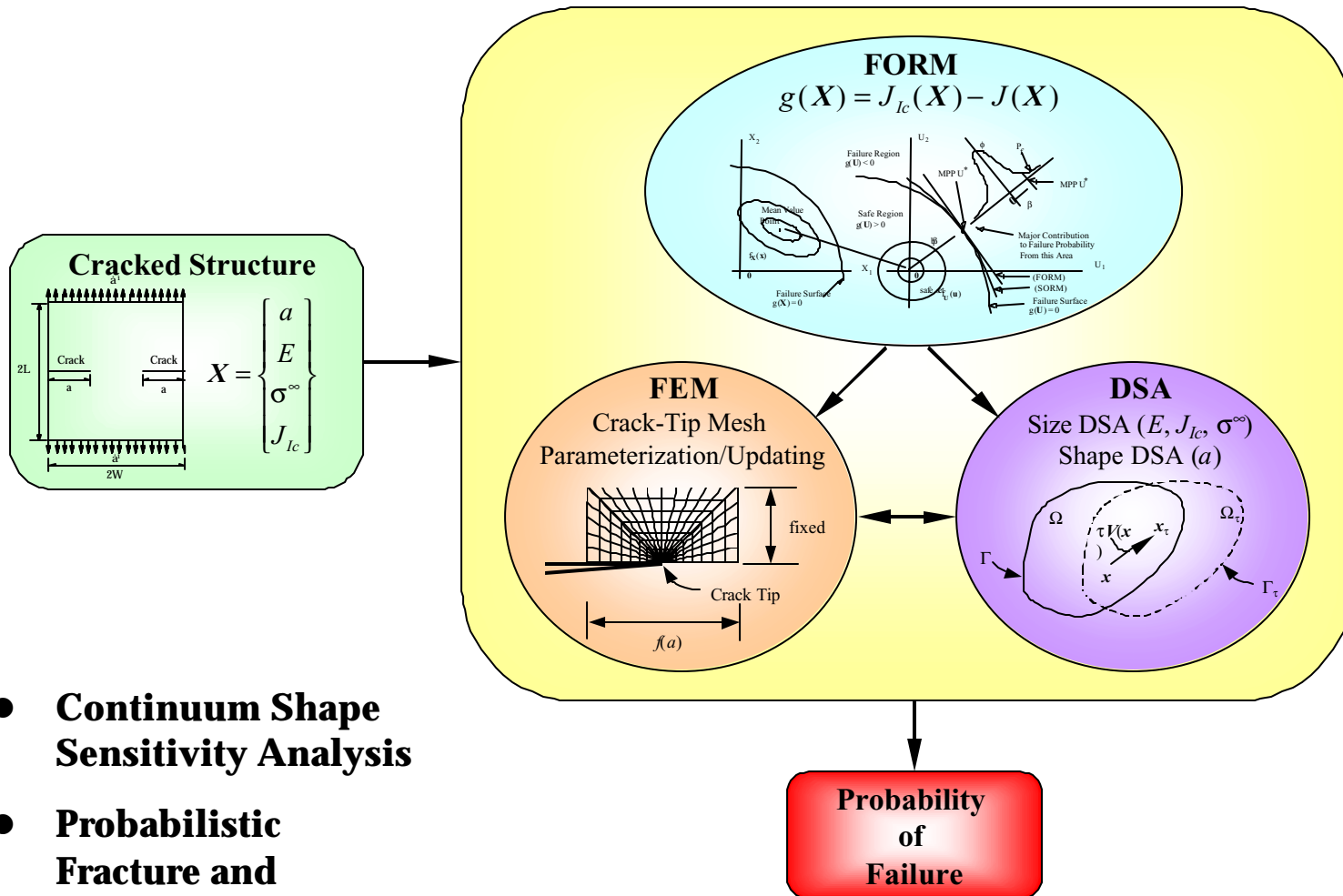


- **FEM Continuum Damage Mechanics**
- **Mesh-Free Simulation of Fracture**



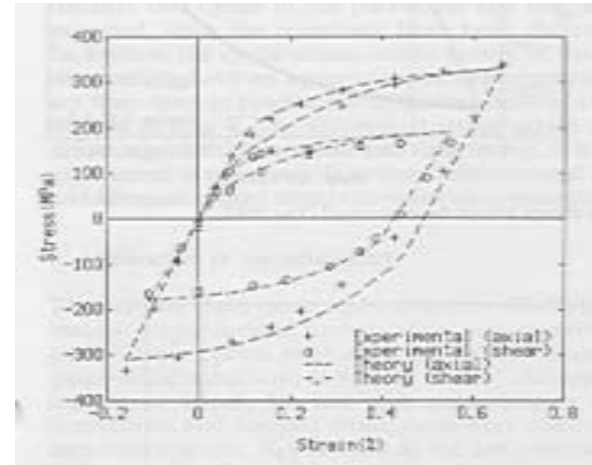


# STOCHASTIC FRACTURE MECHANICS

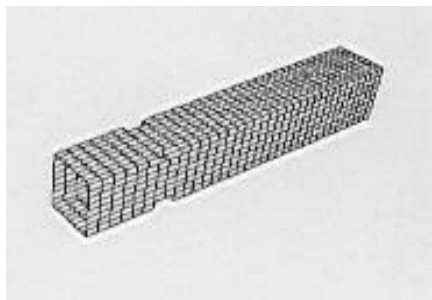


# INVERSE PROBLEMS IN MECHANICS USING OPTIMIZATION

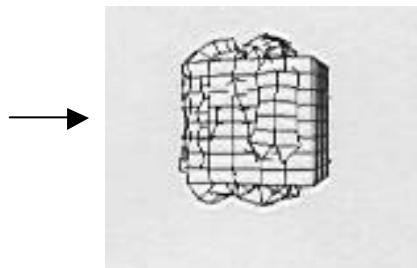
- ◆ Identification of materials  
(constitutive models)
  - ✓ *Constitutive models for elastoplastic and viscoplastic material behavior*



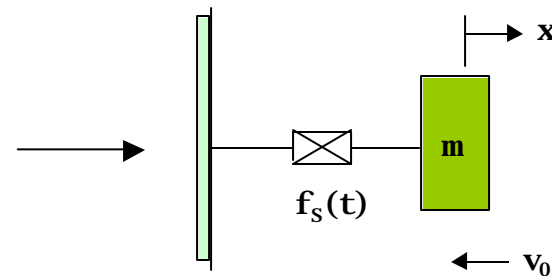
- ✓ *Development of simplified models for impact loading*
- ✓ *Development of simplified models for crushing of structural components*



Finite Element Model of a Tube



Crushed Tube due to Impact

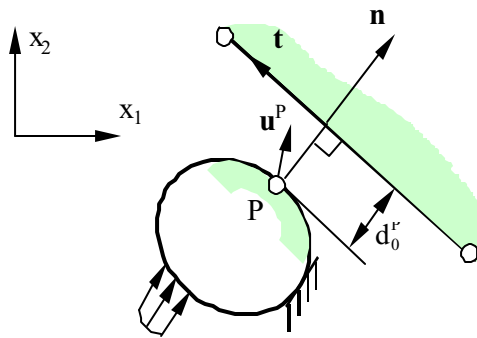


Simplified Single DOF Model

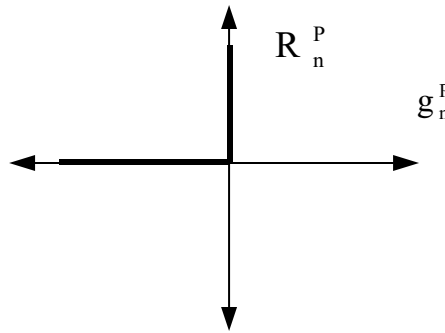


# FRICTIONAL CONTACT ANALYSIS USING OPTIMIZATION

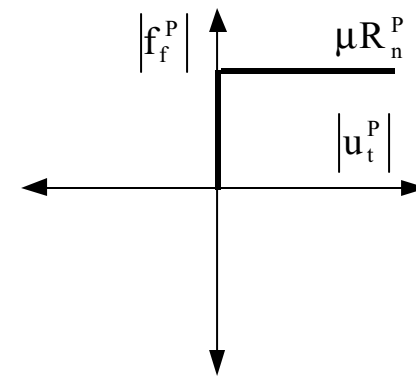
- ◆ Solution with the current frictional contact analysis methods depends on the time/load step and value of the penalty parameter
- ◆ New methods developed using Augmented Lagrangian approach
  - ✓ *Finite value of the penalty parameter is calculated automatically*
  - ✓ *Accuracy of the solution is not dependent on the time/load step or the starting value of the penalty parameter*



Contact Configuration

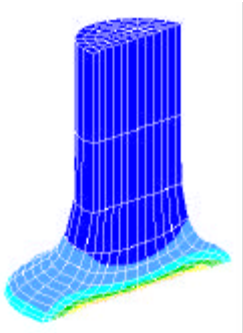


Unilateral Contact

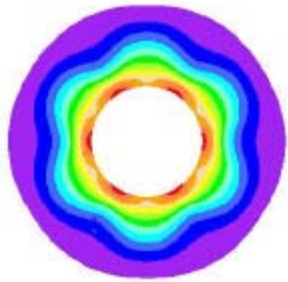


Coulomb's Friction

# CONTINUUM MECHANICS CONSTITUTIVE MODELING & SIMULATIONS

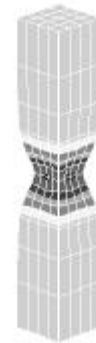


Impact

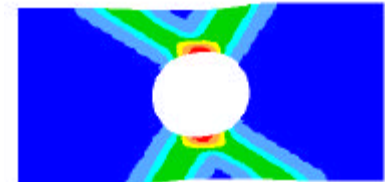


Fibrous Membrane

- **Modeling of Structured Media**
  - ◆ Theory for evolving microstructure
  - ◆ Anisotropic solids
- **Large-Strain Constitutive Modeling and Computation**
  - ◆ Computational plasticity
  - ◆ Large strain thermoelasticity
- **Treatment for Material Constraints**
  - ◆ Incompressibility
  - ◆ Wrinkling



Necking



Shear Band in  
Anisotropic solids